

CHAPTER 5 – CAP GLIDER/TOW PLANE/LAUNCH OPERATIONS

5-1. Organizational Areas of Responsibility. As many CAP glider operations are predominantly collated with Soaring Society of America (SSA) affiliate clubs or commercial operators, it is important to understand the areas of responsibility for all concerned. SSA affiliate clubs and commercial operations normally have operational rules that pertain to their operation. Where operations are collocated, in addition to complying with CAP regulations, CAP will be knowledgeable and comply with all field operating procedures and applicable rules. Prior to joint operations with a glider club or commercial operator, the CAP member in charge of the CAP activity will discuss and be clear on specific areas of responsibilities prior to CAP glider operations.

5-2. CAP Glider, Orientation, Instructor, and Check Pilots. CAP glider, orientation, instructor, and check pilots will be qualified and maintain currency in accordance with chapter 3. If the wing does not have an active CAP glider check pilot, the CAP wing commander will select a highly qualified CFIG to appoint as the initial wing glider check pilot. The selected CFIG will not be required to complete a CAPF 5, however, the CFIG must meet all other requirements set forth in chapter 3.

5-3. CAP Tow Pilots. CAP tow pilots will, at a minimum, be trained in accordance with the joint Soaring Safety Foundation (SSF)/CAP on-line *Tow Pilot Course* available at the Soaring Safety Foundation web site. Completion of the on-line course and flight training as specified by the on-line course flight-training syllabus is mandatory for all CAP tow pilots.

5-4. CAP Pilot Glider Flight Training. CAP cadets are authorized flight training in gliders by CAP CFIGs toward all FAA airman ratings or certificates. CAP senior members are authorized flight training in gliders by CAP CFIGs leading to an FAA glider rating. Flight training will be accomplished in accordance with current FAA standards and when applicable the CAP *Glider Training Plan*. FAA-H-8083-13, *Glider Flying Handbook*, will be the primary reference for CAP glider ground and flight training.

5-5. CAP Glider Orientation Flights. Each CAP cadet is authorized glider orientation flights in accordance with CAPP 52-7. Each glider orientation flight covers a specific subject. CAP glider orientation pilots must annually complete the following:

- a. Demonstrate knowledge of and ability to perform specific flights as specified in CAPP 52-7 during a CAPF 5 flight evaluation.
- b. Complete the on-line *CAP Cadet Orientation Quiz – Glider*, with the CAPF 5 (paragraph 5-5a above).
- c. Have a current copy of CAPP 52-7 to display to a CAP glider check pilot during each CAPF 5 flight evaluation.

5-6. Flight Release of Glider Flight Activities. All glider flights will be released IAW chapter 4. For multiple operations at the same airfield, multiple flights may be released on a single flight release as long as each participating pilot-in-command is identified on the CAPF 99.

5-7. CAP Member Soaring Uniform. Soaring activity, to include the tow pilot, demands that comfortable, loose-fitting, nonrestrictive clothing be worn. A T-shirt, such as a CAP designed wing T-shirt with a pair of shorts/long pants and tennis shoes is sufficient. However, the final decision, as to uniform, rests with the region/wing commander. Due to space restrictions in most glider rudder pedal areas, the wear of boots, including military style boots, during glider flight activity is prohibited.

5-8. SSA Affiliate Club Launch Aircraft & Equipment Operated by CAP personnel. If the tow pilot is a CAP member flying a properly released SSA affiliate club tow plane, the tow plane will be considered a member furnished airplane and the flight will be considered a CAP flight activity IAW with this regulation. CAP member operated winch or auto tow equipment is authorized and will be considered a CAP activity.

5-9. Commercial or SSA Affiliate Club Launch Aircraft & Equipment Operated by Other than CAP Personnel. An aero tow that is not a CAP flight activity IAW this regulation will be operating as a vendor and will be responsible for providing insurance for the launch aircraft/equipment. Non-CAP corporate ground launch equipment (winch or auto tow) is authorized and must be covered by the affiliate club/commercial operator's insurance.

5-10. National Check Pilot Standardization Course – Glider (NCPSC-G). In addition to the requirements of chapter 3, CAP glider instructor pilots wishing to upgrade to CAP glider check pilots must complete the on-line

NCPSC-G and take a CAPF 5 flight evaluation with a glider check pilot assigned by the wing commander to administer such evaluations. All CAP glider check pilots must complete the on-line NCPSC-G and a CAPF 5 flight evaluation given by a check pilot assigned by the wing commander to administer such evaluations every 4 years.

5-11. Flight Encampments/Academies. Flight encampment/academy ground schools will require a minimum of 20 hours of instruction with at least 2 hours of ground instruction per day. The *CAP Glider Training Plan Syllabus* will be used for flight training. FAA-H-8063-13, *Glider Flying Handbook*, is the recommended standard ground and flight training reference.

5-12. Tow Pilot Requirements. The following must be met to be qualified as a CAP glider tow pilot:

- a. Be an active CAP pilot at least 18 years of age with a current medical and flight review.
- b. Have a minimum of 500 hours total time. This time may be waived to a minimum of 200 hours with region or wing commander approval.
- c. Have a minimum of 250 hours pilot-in-command (PIC) time in single engine land airplanes.
- d. For initial qualification, complete a minimum of 10 dual tows in accordance with a HQ CAP approved syllabus with a highly experienced CAP tow pilot who has been designated as a CAP tow plane instructor by the present Executive Director, region or wing commander or their designee.
- e. Annually complete a minimum of 10 tows.
- f. Complete the CAP/SSF on-line *Tow Pilot Course* on a yearly basis.
- g. CAP tow pilots who meet the requirements of a, b, c, and e above will be initially considered as qualified CAP tow pilots immediately, however, they must be designated in writing by the region or wing commander within 120 days of the publication of this regulation

5-13. CAPF 5G evaluations do not have to complete the paragraph 3-5 requirement for three takeoffs and landings for a valid evaluation. Only one landing is required.